UNITED STATES SHIP PORTSMOUTH, SAN DIEGO, March 3, 1854. Voyage of the United States Steamship Portsmouth from Sam Prancisco to Ensenada—Her Anchorage opposite Walker's Camp—Confusion of the Filibusters—Flight of His Men-Hauling Down of His Flag-Disposal of Col. Walker to San Vicente-Miserable Condition & Prisoners—Presidential Spoils, &c.
Peeling rather inclined to write a little this evening, I

shall do so; and I know of no better subject to write upon than the fillbustering movements in this part of the

globe.

We arrived in this port this morning, five days from the bay of San Quinton, and seven days from Ensenada, of Fort McKibben, as it was called by Col. Walker.

On the third of February we left San Francisco, in com pany with the steamer Columbus, she having been chartered by Capt. Dorwin, by order of our government. We arrived in the bay of Todes Santos, and anchored off Ensenada, on the afternoon of the 9th, opposite Walker's headquarters, where his flag of the New Republic, (as he called it,) was floating to the breeze. The flag is red, white, red, and two stars. Soon after our arrival it was clearly to be seen tha

our sudden appearance opposite to his encampment had ereated great confusion among the filibusters; they were evidently much alarmed, and Col. Walker, having learn

our sudden appearance opposite to his encampment had created great confusion among the fillbusters; they were evidently much alarmed, and Col. Walker, having learnt that we had been sent there to disperse him and his party, he took the hint, and on the night of the 11th he, with all his party, excepting five wounded and ten well men, desorted Fort Mckibben, and took up their quarters on a rancho at San Vicente.

On the morning of the 12th Capt. Dorwin despatched some of our officers and men on shore, to see what was going on. Arriving on shore here, they found the remaining party in a sad condition—nothing but beef to eat. The woanded in particular were in a suffering condition, laying on some blankets spread on hides, laid on the cold damp ground.

The poor wounded ones were not so badly injured as Gillman was, but they were found in a shocking condition. They having been informed that if they would give up all connection with the expedition they should receive every aid from us. and, as American stizens, they should be properly taken care of and sent back to San Francisco, they took until the next morning to decide. In the meantime, five of the healthy men spiked the two field pieces, and then left for San Piego by land. Had the Mexicans known that so small a party was left alone in the encampment there cannot be the least doubt but they would all have been massacred.

On the morning of the 12th the obpositous flag was hauled down, which was a signal that Capt. D.'s proposition would be accepted. Lt. W. A. Parker, Turser Levi D. Slamm, Acting Master Wm. H. Gamble, and men with cots from the ship, were sent on shore with all possible speed: and Col. Gilman and the other four wounded with the five well men were conveyed on board of the Columbus, where all of their wounds were properly attended to them freely, and they were full of thanks for being thus once more made comfortable.

On the morning of the 16th the Columbus steamed up, and made the best of her way up to San Diego, where she arrived the same afterno

UNITED STATES SHIP PORTSMOUTH, } SAN DIRGO, March 8, 1854. } Detail of the Arrest of Major Emory and Manuel de Cor-

dova-Finale of the Expedition. I hasten to inform you that last night Captain Dornin received information that some of Walker's party had arrived into old San Diego early this morning. Lt. Wm. A. Parker and Purser Levi D. Slamm, with proper assistance, were sent up to Old Town to arrest any of these per sons, and they had the good fortune to arrest Majo eric Emory, Walker's Secretary of State and Civil Justice, also Manuel de Cordova (by birth a Mexican.)
Walker's private agent, spy and interpreter, with their
servant. At the time of their arrest they were endeavoring to make a purchase of some provisions for the exp dition. They made no resistance, and were forthwith
brought on board this ship as prisoners.

They will be sent on board the U. S. steamer Columbus,
Lieut. Wm. H. Ball, commanding, and leave here to-

morrow morning for San Francisco. On her arrival therethey will be handed over to the United States.

Our Sicilian Correspondence.

MSSINA, March 11, 1854.

Commercial Ship News-Movements of the St. Louis-Arrival of a French War Ship at Messina-Forcible Arrest and Imprisonment of an American Seaman-His Treatment by the Government Agents-His Release and Expul-

sion from Sicily.

I have the pleasure once more to drop you a line, al though I have but little news to communicate.

The bark Zelpah P. Brown, Gilbert T. Crocker, left this port on the 6th of this month for New York. The bark zabeth Means, Capt. Tinney, leaves to-morrow for Phi ladelphia. The bark Young Turk, of Boston, loading for Boston, will leave in eight or ten days, (my vessel.) Bark Gallego, Ellery, loading for New York, and will probably leave on the 25th of this month, which are the only American vessels in port.

An American sloop of war, (the St. Louis, Capt. In-graham,) passed through the Straits yesterday, bound

A French screw steamer of 120 guns touched here yesterday to coal, and left same day for Corfu, to watch the revolution in Greece. I have understood from good authority she is bound to Corfu to join two English steamers to out out a Russian man of war at Trieste.

I have also to state to you that an American seaman—James Carbona—has been taken from his ship and imprisoned here; but through the immediate exertions of our Charge d'Affaires at Naples and the Consul at Messina, he has been released, and redress demanded for the gross insult offered to an American citizen.

Too much praise cannot be bestowed on Mr. F. W. Behn, our Consul, and on Mr. Mann, our Charge d'Affaires at this court, for their formal and energetic exertions in this case. A French screw steamer of 120 guns touched here yes

Behn, our Consul, and on Mr. Mann, our Charge d'Affaires at this court, for their formal and energetic exertions in this case.

I can also inform you that the fleet left Toulon yesterday for Constantinople, and will pass through these Straits. If do come before I leave, I will advise you of it. James Carbona sails to-day for Philadelphis, in the bark Elizabeth Means. He came to Messina in November last, as a passenger in the brig Chatham, Capt. Hardy, from Boston. Being a Sioilan by birth, he was not allowed to land. He called on the U. S. Consul, produced his sertificate of citizenship and his national passport. All the Consul could obtain was his immediate release from unstody, on condition that he would return on board the rig. When the brig left Carbona he took refuge on the bark lary B. Barney, Capt. Luther; but when this ship left, and o other American vessel in port at the moment, he was rrested, on the 4th day of December, and kept in the poep prison until the 22d of the same month, and was ally released after he bad, by force and menaces of being rowned, been so much frightened that he signed a dearation which was presented to him by the Commissary the Maritime Police, a man named Malaho.

He was not allowed to read the document; some paraaphs only were read to him. He therein declared, shout knowing it, that he was not a citizen of the sited States, but one of the subjects of his Sicilian Matty, (King Bomba,) and that he had never called on the United States Consul for assistance.

Do the 26th of December he signed in the United states Consulted a declared, after being sworn, that he san American citizen, who would, under no condition, ange his present nationality for that of a subject of dinand the Second.

Obituary.

IN. EDWIN POLE died in Tennessee on the 4th inst. Iwas about 36 years of age, and was the son of Col. batel Polk, and the uncle of the late President Polk. It as elected to the Legislature in 1847, as representatives Hardeman county, and was twice re-elected, in 1840 in 1851. In 1853 he was elected Senator from the counties of Hardeman, McNairy, and Hardin; and as chosen Speaker of the Senate.

Dist in Taunton Mass. April 2 Mr. PERSPERSEN HAS.

and as chosen Speaker of the Senate.

Did, in Tauton, Mass., April 2, Mr. Preserved HasKins a revelutionary pensioner, aged 93 years 11 months.

Onver Smirk died at Bethlehem, Albany county,
March 23, after a short illness, in the eightieth year of
his age. The deceased enlisted in the army at Philadelphia n 1794, and fought under the banner of General
Wayle. He was present at the engagement on that
memorable event when Gen. Van Rensselaer was
wounded, and remained under their gallant leader until
a final victory formed the closing feature of the war.

Mr. AGUR CLARKE, who was for mean very source.

Mr. AGUR CLARKE, who was for many years a prominent wholesale merchant in this city, died in Detroit, Michi-gan, on the 11th Inst., aged 75 years.

Dr. RATHANIEL R. LEGNARD, formerly of Seekonk, a re-rolntismary pensioner, died at New Bedford on the 9th inst, aged 94 years.

Dr. W. H. A. Cranv, physician of the steamer Baltic, died at Fall Rives on the 10th inst. Carr. A. M. Dursau, of New Orleans, a gallant officer in the Mexican war, cled at Washington City on the 13th inst.

Affairs in Venesuela.

OUR LAGUAYRA CORRESPONDENCE.

LAGUAYRA CORRESPONDENCE.

LAGUAYRA, March 16, 1854.

Government not Responsible for Acts Committed by Mobe on Foreigners—Emancipation of the Slaves—Report of the Commissioners on this Subject—Indemnity to Slave-holders—How will the Cash be Raised?—Moral Effect of the Monagas Dynasty—The Monagas Family—Its Designs and Ambition—The President and General Paex—Political and Moral Condition of the Country—Gambling, dc.

bling, dc. I take leave to communicate a few of the passing events of this country, which may not prove uninteresting to the readers of the Herald. The first act of the Congress now in session was to pass a resolution that the government shall not be held accountable for loss or damage sustained by foreigners in consequence of the acts of any faction or mob of a political nature unauthorized by the legitimate government. This resolution is intended to prevent any international claims consequent upon a revolution; and a revolutionary party may enter into the house or store of a foreigner and rob it with impunity, with force of arms. and the government will not admit any claims to indemnity. This is in violation of solemn treaty stipulations, guarantying security and protection to the persens and property of foreigners.

What will Great Britain say to such an attempt to cree

out of responsibility when her subjects are robbed of their property by disaffected citizens of Venezuela

What will Great Britain say to such an attempt to creep out of responsibility when her subjects are robbed of their property by disaffected citizens of Venezuela? What will President Pierce say to this edict of despotism, in the face of his declaration to the sovereign people of the United States on the 4th of March, 1853, which, according to the Henald report, was in these words:—"The rights which belong to us as a nation are not alone to be regarded, but those which pertain to every citizen in his individual eapacity, at home and abroad, must be sacredly maintained?" The United States have no representative, in form of a diplomatic agent, to enter his protest.

The question of the emancipation of the slaves in Venezuela has assumed a high tone. On the 4th of March instant the Commission appointed to report a project for the final extinction of slavery in the republic made its report that slavery should immediately and forever cease to exist in Venezuela; that the children of slave mothers born free since the 21st July, 1821, but held to labor until they arrive at xwenty-one years, be also liberated; that no stain of slavery remain in Venezuela; and that the owners of the alaves be indemnified to their value from certain means designated for the purpose by the Commission, &c. Now, every man, woman, and child in Venezuela are slaves of the most degraded kind to despotit masters. Even the representatives in Congress were fired upon by order of Jose Tadeo Monagas, while in selement of the subject. He is in favor of emancipation, but justly observes: "The right of property is as sacred as liberty." I will not copy from it, as you will, no doubt, insert it entire. The Hou. Senor Fedevice G. Silva answers him, but not with the same force, and with less justice, in my opinion.

The government is head over ears in debt, and the assets stipulated to indemnify the master for his slaves are not convertible into cash. The notes of the government, based on the revenue of the Salinas, or public lands, could not be sold for

allowed in working hours. But no respect is paid to these laws.

ERMUDAS.

Interesting from the Chincha Islands.

[From the Boston Traveller, April 11.]

We have been favored with the perusal of a private letter from the Chincha Islands, dated the 19th February, which contains some items of public interest, which we are permitted to copy.

There were at the Islands, at the date of the letter, one hundred and sixty vessels of various sizes, from 300 to 2,200 tons burthen—averaging probably 890 tons. The estimated average time for loading with guano was forty days.

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The rate of exportation of guano from the islands is said to be 1,000 tons a day, which it was thought would not exhaust the heap in ten years. A geological survey, made by order of the United States government, had estimated that eight years would exhaust the supply. We extract from the letter as follows:—

There are three of the Chincha Islands, lying in a line, N and S. the reasoness between them being less than

N. and S., the passages between them being less than half a mile. The wind is always S. and E. and it is never known to rain. The north island is the largest. It is nearly circular, and about one third of a mile in diameter, and about one hundred feet high. Some parts of the known to rain. The north island is the largest. It is nearly circular, and about one third of a mile in diameter, and about one hundred feet high. Some parts of the coast are steep high cliffs, and others sandy and rocky coves of gradual ascent from the shore. The heap of guano continues to deepen to the highest point of the island, where it is one hundred feet in depth. Fancy a a large old fashioned loaf of brown bread, laid on a table but little larger than the base of the loaf, and you can pretty nearly see the pile of guano on either island. The laborers commence digging and proceed along the top of the rock in the direction of the centre, from all parts of the island; and therefore, in their progress, have shown the guano in a very steep side from the base rock, eighty feet high; and from every part it appears to be the same substance—hard and close.

Every spoonful is dug with a pick, and when loosened is as dry as powder, and of course dusty. If left in a pile but a brief period, it again becomes hard, and must again be loosened with a pick. From the base to the top are found feathers, eggs, and stones of all sizes, some weighing even two or three tons. I have taken out many perfect feathers, far from the top; and near and upon the surface have seen what appeared to be bone and flesh decomposed.

It is thought the pile now called guano, is the decomposition of soa animals, of which there are multifudes now, and they are presumed to have been far more numerous in sacient days, before the white man came to destroy. Sea lions of a large size—a ton weight—seals, and endless quantities of sea fowls have been the inhabitants of these islands for myriads of years, and the islands have been the burial places of these animals; for if wounded they crawl up to the top—so say the knowing ones. Birds and bird lime go to increase the pile. Guano is really decomposed animal matter, but whether this was the way so vast a pile accumulated, or whether the islands were thrown up from the bottom of the sea with the deposit

Gunto is really decomposed animal matter, but whether this was the way so vast a pile accumulated, or whether the islands were thrown up from the bottom of the sea with the deposit upon them, you must judge for yourself.

The second island is similar in size and pile to the one described. The third one has not been touched yet. It is much smaller, but well loaded. Guano secretes large quantities of ammonia, and confined as it is in a ship's hold a man cannot stay more than five or ten minutes at a time among it. Besides large lumps of pure ammonia, are daily found apparently decomposed bones, eggs. &c., and among other items a man in a perfect state of preservation—the real ammonia, strong as volatile sailt.

Now do you wish to know how all those ships are loaded, and a thousand tons per day dug and sent from the islands? Well, there are about 100 convicts from Peru, and about 300 Chinamen from the Celestial Empire. The former are in the right place; the latter were passengers that engaged passage in an English ship for California, and engaged before they left their own country to labor after their arrival for a limited time to pay their passage (\$80.) Instead of being landed at California, the ship brought them direct to this place, and the captain sold them for three and six years, according to the men, to work out their passage; and here they are slaves for life. They are allowed four collars per month for their food, and one-eighth of a dollar per day for their labor, with a pile of guano before them which will last the next ten years; and long before it is exhausted the majority of thes shoot five tons of guano per day. A failure thereof is rewarded with the lash from a strong negro; and such their horror of the lash, and the hopelessness of their condition, that every week there are more or less sufficies. In the month of November, I have heard, fifty of the boldest of them joined hands and jumped from the precipice into the sace. In Becember there were twenty-three suicides. This is from one in authority

NEWSPAPER ENTERPRISE.—The editor of the Jack Newspaper Enterprise.—The editor of the Jacksonville Republican, in a private note accompanying an extra containing an account of the destruction of Jacksonville by fire, on the 6th inst., says.—"Every press in the place was destroyed, and the extra was printed with a shoe brush, and with ink manufactured for the occasion from lampblack and oil. Jacksonville was but a mall place; now it is no place at all."

News from the West Indies. We have advices from Kingston, Jamaica, to the 26th

The subjoined summary contains the latest news from the island.

A local paper, speaking of the amendments propos by the Chief Justice to the bill for amending the tution, says:-

by the Chief Justice to the bill for amending the constitution, says:—

By the bill, as it passed the House, the Governor was empowered to select not more than three members from the House, and one from the Council, to be members of the Executive Committee, and provision was made for remunerating these officers by salaries at the rate of £800 per annum each, and £500 per annum for the office contingencies of the committee. The Council have offered an amendment upon this clause, with the view, as they conceive, of rendering the working of the measure more practicable. They propose that the Governor should be empowered to appoint a permanent Secretary to the Executive Beard, who should also discharge the duties of Clerk of the Privy Council, at a salary commensurate with the labor and responsibility of the office, and that each member of the Executive Committee should receive, over and above his official renuneration, £100 a year for the contingencies of office.

The qualifications of members of the enlarged Legislative Council declare themselves to be willing that the proprietary body should be efficiently represented in the Upper House, they object that it would injuriously restrict prerogative, if the crown were limited in all its future selections to this single interest, especially if no resident proprietors were to be qualified for a seat in the Council except such as possessed freehold estates "clear of all incumbrances." They have, therefore, rejected that portion of the bill which sought to limit the qualification to landed property.

A message had been sent to the Governor by a committee of the House to request him to direct the Receiver General to import, for the use of this island, the sum of once hundred pounds, in pennies, half pennies, and farthings.

A bill had been brought in and received the sanction of the bill which sough to limit the qualification to landed property.

A message had been sent down to the Assembly by his Excellency and ordered to lie on the table. The first

the holding of coroner's inquestiances. His Excellency has issued his proclamation accordingly.

Two messages had been sent down to the Assembly by his Excellency and ordered to lie on the table. The first was informing it, that in conformity with its express desire by message, correspondence had been entered into with the British Consul at Havana, relative to procuring for this island some of the emancipadoes as agricultural laborers; and replies had been received, that gave information affording little ground for hoping the island would derive any accession to its laboring population from that country.

lars of the great fire at the Carlisle estate, noticed in the Herral of yesterday:—On the 13th March Carlisle estate, one of the finest properties in the parish of Vere, was nearly entirely destroyed by a dreadful condagration, originating, it is said, in accident, though there are current suspicions of incendiarism. The great house and some of the out-offices in a few moments were burnt down, fortunately not before the estates, books and papers, as well as some of the stores, were secured. The works caught fire in several places, but by timely exertions they were wonderfully saved, and, we are happy to state, resuming operations in taking off the crop. The flames at one time threatened the whole of the Grand square, which would have ensured the destruction of Greenwich's estates and fields, but by the active measures taken by the overseer of that property it did but little damage to its came pieces. The laborers behaved in a praiseworthy manner. lars of the great fire at the Carlisle estate, noticed in

a praiseworthy manner.

Fine healthy breezes prevailed, though the want of rain was felt. There were indications of an early fall. In addition to the above we are in possession of later advices from almost all the other West India Islands, both British and Danish.

both British and Danish.

BARBADOES.

Accounts from this island are to the 11th ult., and represent the sugar crop as excellent. Forty-eight thousand hogsheads were anticipated, and about one fourth of that quantity had been shipped. Tonnage was in great demand. The wharves and thoroughfares of Bridgetown presented an animated scene—quite refreshing when compared with the other half deserted streets of other towns in the West Indies.

The garrison had been augmented by the withdrawal of the troops and stores from Leeward, and their concentration at St. Ann's, Barbadoes.

Provisions were rather high at Barbadoes, owing partly to the rise in the United States, but mainly to the fact of almost every yard of land being appropriated to the sigar cane, thus abandoning the cultivation of native grain and vegetables, which in former years proved so beneficial to the inhabitants generally.

The merchant brigantine Navigator, from London, went on the rocks about a mile to the eastward of the Barbadoes lighthouse, on the evening of the 3d ult., and had become a total wreck—crew and cargo saved. H. B. M. steamer Megogra had suddenly quitted Carlisle Bay on the 4th ult., direct for England.

the 4th ult., direct for England.

The island was healthy.

Our dates from Antigua are to the 10th ult. There had been repeated attempts within the preceding fortnight to fire the town of St. John, which had caused much excite-

ment in the community.

The report that English Harbor, Antigua was to become the coaling depot for the West India steamers, in lieu of St. Thomas, was considered by the St. John's people to be "too good news to be true."

Baron de Fleur was giving concerts at Antigua.

Paper from this island are to the 11th ult.

An act increasing the police force had become a law, by the assent of the Governor-in-chief. This measure was passed by the Granada Legislature in consequence of the withdrawal of troops from the island.

The exportation of the sugar crop was in progress. The health of the colony continued good.

Flour was 50s. sterling per barrel at Granada.

Accounts to the 10th uit. from Trinidad state that the crop of augar will reach 30,000 hogsheads, while the available tonnage to transport the crop of England could not convey more than 17,000 hogsheads. There was arm not convey more than 17,000 hogsheads. There was employment for 13,000 tons of shipping; but the Port of Spain Gazette says, "where the 13,000 tons are to come from is a mystery."

The price of freight had risen to four shillings, and it was expected to be much higher.

The weather had been unusually cold at Trinidas.

Cholera had entirely disappeared from Tortola.

Cholera had entirely disappeared from Tortola.

MARKETS.

Kineston, Ja., March 25.—We have no improvement to notice in the condition of our market during the past fortnight. The prices of all imported goods are upheld beyond the views of speculators, and stocks generally are so inconsiderable as to forbid anticipations of any immediate decline of prices. At the same time, the severe drought with which this and the adjacent districts have been visited during the last three months, has greatly affected the yield of native esculents, which are now becoming scarce and dear. The appearance of the weather, however, gives promise of the early alvent of the usual spring rains.

grently affected the yield of native osculents, which are now becoming scarce and dear. The appetrance of the weather, however, gives promise of the early advent of the usual spring rains.

The Negro, Bond and Free.

[From the Richmond Enfluirer, April 7.]

The fact, which we announced last winter, that certain manumitted negroes had applied to the Legislature for permission to take masters, has excited the greatest astonishment among the abolitionists. They cannot account for it upon any supposition consistent with their peculiar opinions as to the sincliness of slaveholding. We must now add another item to their troubles. The same thing has occurred before the last winter, and since that time we have become cognizant of two other instances of more recent date, where similar applications to their white neighbors have been made by manumitted negroes.

The only explanation of this circumstance which has been attempted at the North is unworthy of credit and unsustained by fact. It has been alleged that the condition of the free negro, who is compelled to remain in a slave State, is a pitiable and intolerable subjection to severe and oppressive laws and customs. This is not so. It is granted that the free negro does occupy an inferior position, and one that cannot consist with happiness. In the nature of things this must be so, and it is no least true of every State in the Union than it is of Virginia. But, it must be borne in mind, that however abject the state of the free negro at the South, he is ado toppressed as the same class are at the North. However Southern sockey may doom him to degradation, he is in a better material and the state of the free negro at the South, he is ado toppressed as the same class are at the North. However States of the work of the free hard on the same class are at the Northern States.

If this were not so, why do truthern States.

If this were not so, why do truthern States of the community, but a home in some of the free negroe who will accommend the privilege and the summary of t

Railroad Accidents. BALTIMORE AND OHIO RAILBOAD. BALTIMORE, April 7, 1854.

TO THE EDITOR OF THE NEW YORK HERALD. Sir.—Your journal of March 27 contains a catalogue of railroad and steamboat accidents for the preceding fif teen months, which is made the foundation of editoria comment, including the following paragraph:—

Travellers will thank us for distinguishing the roads which have distinguished themselves by their sanguinary track. The Baltimore and Ohie road stands first on the list, with a catalogue of eleven accidents in twelve months, causing fourteen deaths and forty-six casualties.

Acknowledging in its full extent the accountability of

companies to the tribunal of public opinion, not less than to the organized judicial authority, I cannot dissent from your general deduction, viz., the necessity of enforcing by public sentiment the duties of regularity and caution on the part both of companies and of the travelling com munity. But regarding your editorial as calculated by its pervading tone to divert the mind of the reader from a recognition of the joint character of this admitted re sponsibility, and in the above paragraph to convey a special inference invidious to the Baltimore and Ohio Railroad Company in particular, I respectfully claim the right to present before the public tribunal the defensive statement in this case, offering some corrections and comments upon that portion of your statement which relates to the company to whose service I have the hono to belong.

are partly destitute of foundation and partly susceptible of explanation, which should, in my judgment, exonerate the company from the unfavorable "distinguishing"

the company from the unfavorable "distinguishing" mark implied by the imputation of negligence or reck-lessness. The reader will observe that the majority of accidents reported occurred in the tonnage department, by which the safety of passengers was in no degree jeoparlised. In those which happened to passenger trains passengers were the sufferers only in two instances.

I proceed to examine your series:—
"March 27th, 1853, killed 8; wounded 24."—At the period mentioned the community of our city and State, and I may add of the Union, were startled with surprise by the intelligence that after so many years of successful traffic and an unusual exemption from similar calamity, the first accident fatal to the life of a passenger had occurred on the Baltimore and Ohio Railroad. This melanchely disaster, which I am neither desirous to extenuate nor interested to obscure, occurred to a passenger train in descending eastwardly a grade to Cheat River, 76 miles west of Cumberland. It was attributable to a method of running the engines on the heavier grades, which has since that date been entirely abandoned. No defect in the construction of the road or of the machinery in use, no failure in sedulous attention on the part of officials employed either on the train or on the track, was ever imputed in this case by the parties most immediately interested and best informed. It was recognized as really (in reference both to the past and to the probable future) an isolated occurrence, arising exclusively from an exceptional cause never in subsequent operation. It must of course ever remain a source of deep regret, and an additional stimulus to vigilance and caution on the part of the company; but it has not, so far at least as the local public are concerned, diminished in the minutest degree the well established confidence reposed in this corporation.

"June 25, wounded, 4."—Three persons only, all employed upon an exception."

tion.
"June 25, wounded, 4."—Three persons only, all

the well established confidence reposed in this corporation.

"June 25, wounded, 4."—Three persons only, all employed upon an express train, were injured on this occasion, two of them so slightly that no interruption to their daily business ensued. The third was confined for a few days by bruizes. The accident was caused by running over a cow, near Thornton, Va.

"August 18, wounded, 4."—Your date, in this in stance, is erroneous, the accident to which reference is probably intended having occurred at Cameron, twenty-seven miles from Wheeling, on the 11th of August, when four passengers sustained slight injuries in consequence of a train running partially off the track. It appeared, from judicial investigation, that a switch had been unlocked by unauthorized persons and from malicious motives. Escolutions relieving the company from any imputations were passed by the passengers.

"October 7, wounded, 12."—For this report of an accident there existed no basis of fact, nor was even a ramor to that effect circulated in this city, or noticed by our local journals. But a fabricated statement, the product of a mendacious imagination, was imposed upon the Louisville Journal, and promptly disavowed and corrected by its editor on the representation of an officer of this company. The record should, therefore, have been accompanied by the refutation.

"November 18, killed, 2."—The only foundation for this statement consists in the fact that one individual, an insane man, was run over and killed on the 17th of November.

"November 23, wounded, 1,"—The engineer of a tonnage train was somewhat hurt at Martinsburg.

"ISSA, January 23, killed, 1."

About this time a tonnage conductor was killed, and a tonnage train was killed near Cumberland, by a collision in the night with a car maliciously taken from a switch, and placed on the track.

"February 7, killed, 1."

About this time a tonnage conductor was killed, and a tonnage engineer injured, five miles west of Cameron.

"March 7, wounded, 1."—The brakeman of a tonnage train wa

Accidents to passenger trains, 4; do to tomnage trains, 5; do to man on the track, I—Total, 10.

Killed, 8 passengers, 3 officers and hands, 1 stranger—
Total, 12.

Wounded, 25 passengers, 9 officers and hands—Total, 34.

tal, 38.

Trusting that your sense of justice will induce you to give this due publicity,

I remain, sir, respectfully yours.

AN OFFICER OF THE B. & O. R. R. CO.

The Fire in Jacksonville, Florida. The .

The Fire in Jacksonville, Florida.

The Jacksonville Republican extra gives the following particulars of the fire which occurred in that city on the 5th inst.:—

Yesterday at 1 o'clock, P. M., the alarm of fire was given in this town, and in four hours afterwards all the business portion of the town was in ruins. The fire originated in S. N. Williams' hay shed, on the wharf.

It extended with astonishing rapidity in every direction, spreading first along the block of stores on the south side of Bay street, between Nownan and Ocean streets, thence communicating with the square opposite on the north, which was all consumed; thence with the store of A. M. Reed and the Bank Agency adjoining, on the west side of Ocean street, which were both destroyed; thence with the square cast of Newnan street and fronting on Bay, which contained the large and handsome block known as Bryne's buildings, nearly the whole square being consumed, at the same time with the buildings on Bay streets, east of the point at which the fire originated, and of Newnan street, which was at once swept away.

This was principally the course of the area which has been devastated by the devouring element. The wind was blowing strongly at the time, and caused the course of the fire at first to be to the westward, by which several private dwellings at the extreme end of the town, and several stores, Moody's, Holbaes', and Fairbanks' mills, and the new hotel of Messrs. Pay, were set fire, but extinguished before any material damage was sustained. Still the intense heat from the first block was so great that that of Itself ignited the squares on the opposite side, and on the east, and the immense amount of goods thrown from the stores along the whole Bay street, formed from the same cause an immense conflagration of spirits, oils, paints, &c.

By this fire sevently buildings are entirely destroyed. Of these, twenty-three were stores of the following persons—F. Waver & Co., provisions; C. D. Oak and Wm. Grotho, jewellers; S. N. Williams, grocer; J. P. Sa

J. Finnegan's office and L. M. Folsom's furniture store were also consumed.

The law disc of George W. Call and G. W. Hawkins, and the office of F. C. Barrett, notary public, &c., in the Eyrne block, were also destroyed—a portion only of their legal and official documents being saved.

Major Earrett had but a few days previous relinquished his mercantile business with Col. Sanderson.

McRory's Insurance Agency office, in the Semmis Block, also went by the board, together with a portion of his paters.

his mercantile business with Col. Sanderson.

McRory's insurance Agency office, in the Semmis Block, also went by the board, together with a portion of his papers.

The Custom House, Mr. McIntosh's law office, Captain Willey's residence, J. Hanham's store and dwelling, J. Moce's clothing store, the elegant residence, as also the law office of P. Fraser, Esq., we note among other buildings destroyed.

The two and only printing offices of the place—the Republican and the News—were consumed, the latter entiely, and but enough of the Republican material has been gleaned from the harvest of the terrible reaper to furnish this Extra. We shall order new type and a press, however, by the mail for the North to-morrow morning, and hope to be fully "on our feet" again in the course of a month; and in the meantime shall endeavor to issue copies enough of our paper for our exchanges on a foolscap sheet, on an improvised press!—our two iron hand presses being utterly wrecked. We, therefore, throw ourselves upon the indulgence of our advertising and reading pairons "for a little while," being determined not to desert the "burning ship"—being utterly opposed to any species of "ratting."

The steamer Florida was lying at her wharf at the time of the fire, and drew off into the stream as it progressed; the Seminole, from Savannah, bringing the mail, (the Gaston being taken off the line,) had passed up the river. Every exertion was made by the citizens, firemen, and even the ladies, who were found here and there lending assistance, to arrest the fire—the negroes also laboring faithfully to do their utmest. But the fire became unmangeable, and as the intense heat extended itself, confusion and exhaustion rendered human exertion less efficient. A portion of the fire apparatus unfortunately fell into a situation which brought it in contact with the flames, and it was lost.

Upon the amount of property lost it is estimated that one half is insured, some in New York and New England offices, and some in Georgia. The two printing office

A young lady at Leona, Chautauque county, N. Y., has been an inmate of an asylum for the insane for several weeks, without any hope of relief. Her condition was roduced by the normalizing nanticentations.

Anthony Thatcher, Captain of the Sch Draco, Versus Horace Greeley and Others Proprietors of the New York Tribune.

SHERIFF'S COURT.

Before Sheriff Orser and a Special Jury. MONDAY, April 3 .- Sheriff Orser held a court this evening, for the purpose of assessing the amount of damages which should be awarded to the plaintiff for a libel published in the Tribune newspaper, by the de-

fendants. graphic despatch which was forwarded to the defendants from Boston, stating that information had reached that city from Buenos Ayres to the effect that the plaintiff had sailed from that port under the pretence of having letters of marque from General Rosas, ex-Governor, authorizing him to make reprisals upon his (Rosas') enemies; but that, in reality, he had no such letters of

marque, and was a pirate, sailing under false colors. The article was headed "An American Vessel Turned Pirate," and appeared in the Tribune and other New York newspapers, in the February of the year 1851.

Upon this Captain Thatcher brought his action for libel in the Superior Court, and damages were laid at \$50,000.

Defendants suffered judgment to go by default and the jury now were to assess the amount of damages

Mr. Mathews appeared as counsel for Captain Thatche and Mr. Blunt, District Attorney, for the defendants. Mr. Mathews stated the case, stating to the jury tha Captain Thatcher had borne an excellent reputation in his profession—that he had acted as master of vessels for years, and thereby supported himself and his family; n't that after the publication of this libel, no ship

for years, and thereby supported himself and his family; and that after the publication of this libel, no ship owner would employ him, so that he suffered both in reputation and fortune. He has brought this action solely for the vindication of his character, and was actuated by no mercenary motives. He, (Mr. Mathews,) now submitted the fate of Captain Thatcher and his family, in their reputation, to the jury, and he was certain that both would be justified by their verdict.

Mr. Mathews read the depositions of Charles White—taken before a commissioner in Boston, Mass.—one of the hands who served on the schooner Draco. Witness gave, in his replies to the direct interrogatories, a detailed account of his engagement in the schooner at New York—the voyages which she made under Capt. Thatcher afterwards running from New York to Pernambuco, Montevideo, Buenos Ayres, the Rio Negro, St. Joseph's bay, opposite Pratagonia. She was finally wrecked on the bar at the entrance of the Rio Negro. Several changes were made in the shi, ment of the crew, all of which witness detailed. He was engaged for a voyage to the coast of Brazil.

Mr. Blunt road the cross interogatories, as to thee quipment and armament of the Draco. He denied that she had any arms on beard, except very small guns; he re-stated the names of all the ports touched at; the cargo was sold; supposed Captain Thatcher and the agent of Manuel Rossa, at Montevideo; did not believe that any such interviews took place.

Mr. M. here read a copy of a letter from the American Consul at Buenos Ayres relative to the return made by Thatcher to him of the erew of the Draco; it was certified that four men had deserted her.

The depositions of H. L. Tibbals, second mate of the Draco, were then read by Mr. Mathews. The witness deposed to nearly the same state of facts as White did.

Mr. Blunt applied to have the entire evidence read. He said that it was a pity that judgment was suffered to go by default, and regretted that the plaintiff did not justify every word contained in,

crew, on the ground that the shipping of the men took place anterior to the acts charged.

The Sheriff decided in favor of Mr. Blunt reading the extract.

Mr. Mathews read the depositions of Samuel Chase as to the character of Captain Thatcher, the respectability of his connexions, and the value of his services as master, which the witness stated were worth from \$250 to \$200 per menth.

Mr. Blant objected to the reception of this testimony, on the grounds that the question of the value of Captain Thatcher's services was not raised fairly, as it had not been shown that he had sought employment and failed to get it in consequence of the specific assertion contained in the specific paper complained of; and that the defence as to general character was unnecessary, as his general character was not impugned.

The Sheriff ruled that the evidence was admissible.

The depositions of Francis Smith, taken at Philadelphia, were next read.

Luther Crowell was sworn and examined by Mr. Mathews—Is a seaman; the chart new handed to me gives a general knowledge of the voyage of Captain Thatcher; I arrived from Buenes Ayres to day; the Draco was not wrecked when I was there.

To Mr. Blunt—I never made a voyage from here to Pernambuco or the Cape de Verd islands; it may be a matter of opinien to run by the Cape de Verd islands to Brazil; it depends a great deal on the winds; I have been srunning to Buenes Ayres for some years past.

Horatio Underwood sworn—I have known Capt Thatcher for twenty-five years; I recommended him for employment on the Praco; he applied to me in the early part of last year, when seeking employment, but the matter hal then become one of common talk, and I did not know what to think.

Mr. Blunt objected to the reception of any testimony against the Tribwne for anded on a publication in the HERAID.

Mr. Mathews replied by stating that the damaging matter got into public rejort, and thus had the effect of damaging the dearest prospects of his client, although it could not be traced, as first published, to an

could not be traced, as first published, to any one paper.

Witness continued—i do not recollect ever reading the report in the Tribune, Captain Thatcher proposed to me to go on certain voyages; I promised him a reply; I afterwards declined employing him, in consequence of hearing some reports concerning him.

Cross examined by Mr. Blunt—When he called on me I did not know that he was the person referred to; I had made some inquiry of some of his acquaintances before I declined aiding him.

John L. Merritt—I have known Captain Thatcher for en years; I sold him goods; I am at present in the flour business; he applied to me about joining him in the building of a vessel, and I told him of the reports I had heard of him.

heard of him.

John Finnel!—I know Captain Thatcher; I am a boat John Finnel!—I know Captain Thatcher; I am a boat builder; I modelled the Draco; I had something to do with the modelling of another vessel which, I think, nerer was built; the model was approved of by Captain Thatcher; I was on board the Draco when she was in the stream, before her voyage; Mr. Kelsey, the mate, was to have been on board the next morning.

Cross examined by Mr. Biunt—I was first spoken to respecting the new model, after the Draco sailed; the Captain saw it before he went on the second voyage; the Draco measured one hundred tons, by carpenter's measurement.

Draco measured one hundred tons, by carpenter's measurement.

John H. Aldridge and Hosiah T. Rinney both deposed that they had known Captain Thatcher, and read the report in the Tribune.

James E. Smith—I reside at Sag Harbor: I was subposmaed here by Mr. Greeley; I am a partner in the firm that built the Draco; I heard the report of the alleged piracy sgainst Captain Thatcher; we were then about to build another vessel for Captain Thatcher; I had gone to the woods of Pennsylvania to select the timber; I do not exactly know what effect the report had on my own mind; we abandoned the building of the vessel in consequence of the report

mind; we abandoned the building of the vessel in conse-quence of the report.

Cross-examined by Mr. Blunt—The letter now handed to me was written by my brother, I think; it is dated at Sag Harbor, and signed by our firm; it is directed to Mr. Davis; I know the handwriting of Captain Thatcher; his signature is to this letter now handed to me; I received a letter from Captain Thatcher, dated at Castellios, before the Draco was wrecked; that letter is now in my pocket; I refuse to produce it, unless ordered to do so by the

court.

Mr. Blunt applied to the Sheriff for an order to witness to produce the letter.

The Sheriff said he had no power to compel him to do

Mr. Blunt applied to the Sheriff for an order to witness to produce the letter.

The Sheriff said he had no power to compel him to do so.

Mr. Blunt then served a summons of duces tecum on the witness, under which he produced the letter of Captain Thatcher. It was dated "Castellios, Nov. 4th, 1851," and referred to the complement of men in the Draco; he said, "I have fitteen men on board and only five on the hooks;" "I have cheated a lawyer at Buenos Ayres out of \$400, and cleared away in the night with consent of the American Consul;" "the vessel sails like h—ll," &c Wilness continued—The Mr. J. Kelsey referred to in that letter is the one who was shipped as mate on the Draco; he refused to go; I think he left the vessel because the vessel left him; I do not think that I wrote a letter to Mr. Pavis saying that Captain Thatcher presented an erroneous account; I was not much at the harbor at the time; I nover engaged in sailing a vessel to Brasil before the Draco; I do not know that she was provided with any equipment for the coast of Africa; I do not know anything about the second voyage of the Draco; the last time I saw her was when she was loading for San Francisco on a former voyage; the insurance on the vessel amounted to, I think, \$5,000; there was no insurance on the cargo; I do not know if I ever expressed surprise that a vessel with a full cargo should sell for \$200 on the coast of Brazil.

Direct examination resumed—The letter now shown to me is in Captain Thatcher's handwriting; it is in it that he refers to his affairs with the government of Montevideo: I was at Sag Harbor all the time when the Draso was fitting for her second voyage; I did not know they were going to fit her out for South America; my brother may have written to me about it; I mean to explain that I did not know anything about her cargo.

Here Mr. Mathews read a letter from Captain Thatcher, dated at Buenos Ayres, 20th of October, 1851.

Witness continued—This account of the voyage is in Captain Thatcher's handwriting; my brother set

southern coast of America in the years 1851 and 181 I had four vessels of war under my command, with \$4 flag hoisted on board the Congress; that was at the tit of the overthrow of General Rosas by Urquina; if Jamestown was one of my ships; I knew the admiral we commanded the blockading squadron at Buenos Ayres; received a letter from him relative to the American vesser Draco; in consequence of that letter I detashed the sloop-of-war Jamestown, under command of Captain Downing, to cruise on the northwest coast of Brazil, as far as Fernambuco, in search of the Draco; in the latter end of the month of February of 1852 I reported my action in the matter to the then Secretary of the Navy at Washington; I am familiar with the Southern coast; it is not the usual route in order to reach the coast from here for a small schooner to go to the Cape de Verde Islands; my instructions to the Captain of the Jamestown were, that if he found the Draco had papers from General Rossas, he was immediately to bring her into Buenos Ayres as a prisoner; if he found that she had no such papers, he was to use his own discretion about bringing her in; I never wrote a letter, or letters, to Beston about this matter; my letter to Captain Downing is dated on the 4th of March; my reply to the Brazilian Admiral is dated on the 25th of February.

Cross-examined.—I never communicated with the editor of the Tribune some time in this week; I did not know Captain Thatcher in Buenos Ayres. I know nothing of the brig Michael; Mr. Hamilton was United States Consul at Montevidoo at the time.

James L. Davis.—I am a merchant in New York; I knew the schooner Draco, the Measrs. Smith, and Capt. Thatcher; our house received a letter from the Messrs. Smith, a copy of which is now handed to me; the letter to the Atlantic Insurance Company.

Benjamin Galbraths—I am an attorney and counsellor at law; there is a suit now pending against the Herald.

Mr. Otterson, city editor of the Tribune, deposed to the receipt of the news by telegraph from Boston.

Messrs. B

After some deliberation the jury gave damages against the Tribune for \$650.

MELANCHOLY REVIEW OF THE CASE BY THE TAIBUNE. (From the New York Iribune, April 8.)

AN INCIDENT OF OUR CALLING.

On the 24th of April, 1852, there appeared among our telegraphic despatches the following:—

FROM RUENOS AYELS—AN AMERICAN SCHOONER TURNED PILATE.

A letter from Buenes Ayres, dated 25th February, received here centains 12 fellowing.—

The Brazilian Admiral sent a note to Commodore McKeever, that the American schooner Brazes, Capi. Thatcher, had gone from beased loading mane, and let for Brazil to capture vessels under a letter of marque. The vessel, however, has no such letter, and she will be proceeded against as a pirate. We she thick them, if they fall into the hands of Admiral Greefell.

Of course, it need not be told that we received this in regular course from our telegraphic agent at Boston—that it was founded on a mercantile letter from Buenos Ayres, as stated above—that a note was received by Com. McKeever from the Brazilian Admiral, as above said—and that Capi. Thatcher, of the American schooner Draco had left a South American port under circumstances which created a strong suspicion on the part of the authorities that his intent was piratical. So much was true; but it was not true that Capt. Thatcher had turned pirate, or intended to do so. On the contrary, he soon after came to light again, explained the circumstances which created a true the capture of the suspicions of the Brazilian authorities, and in due time came home and sued us (among other traction of our mistaken despatch, and a complete vindication of his character, he had but to ask and we should very cheerfully have done all that even he could require. But what he was after was money, and he demanded rather more thousands of dollars than we could conveniently pay. It would have been absurd for us to have attempted to pheate him by volunteering explanations and assurances that we had no previous knowledge of him whatever, and no conceivable motive to

might.

But how? To join issue with him was both hazardons and useless. Had we attempted (technically) to justify our publication, the Court would have held us bound to prove the plaintill a pirate, which we could not and would not do. Had we undertaken to plead the general issue, that issue would have been explained by the Court to imply that we did not print any such despatch as was charged in the plaintill's declaration—and that we did not wish to pretend. What we did wish was to get rid of all technicalities and formalities and go before an honest, intelligent jury, saying—"Yes we certainly did publish the despatch complained of; but we did it without a slandow of mslice or ill-feeling, in perfect good rath, suppesing and having good reason to believe it true, as we are now ready to show." And we deemed it advisable, to this end, not to join issue with the plaintil, but to let the case go to a Sheriff'i jury. This we did, and before that jury were entitled it present evidence sufficient to convince any honest rational being that we had intended no wrong to Capiai Thateber, and had done him none except in giving currency to the report from Buenos Ayres concerning him. And yet, in the face of all this, the jury saw fit to condemn us to pay Capt. Thatcher six hundred and fitty dollars, beside costs. The names of the jurymen who rendered this verdict are as follows:—

P. H. Holt, flour merchant, No. 230 Front street.

J. B. Wilson, merchant, No. 230 Front street.

J. H. Wilson, saman, No. 49 Sheriff street.

J. H. Hompson, merchant, No. 114 Rechants' Exchange.

A. H. Wilson, saman, No. 49 Sheriff street.

H. H. Casey, merchant, No. 114 Rechants' Exchange.

A. H. Wilson, saman, No. 49 Sheriff street.

William Depew, imperter, No. 135 Pearl street.

William Depew, imperter, No. 136 Pearl street.

William Depew, imperter, No. 137 Bront, or exchange, 131 Houston street.

J. A. Moore, tailor, No. 61 Willett street.

Titus K. Adee, (not in the Directory.)

J. B. Billiyer, late drops, No. 45 London terrace.

A. Spence

United States Marshal's Office.

United States Marshal's Office.

THE CANADA FORGERIES — WARRANT OF EXTRABITION FROM THE PRESIDENT.

Abraham T. Höllyear, Esq., United States Marshal, received the following warrant from the Department of
State for the extradition of Van Aernam, charged with
forgery in Canada. — DREARMEST OF STATE,
WASHINGTON, April 13, 1854.

To all to whom these presents shall come greeting.—
Whereas, John F. Crampton, Envoy Extraordinary and
Minister Plenipotentiary of Her Majesty the Queen of
Great Britain and Ireland, hath made requisition in conformily with the provisions of the 10th article of the
trenty between the United States and Great Britain for
the motual sorrender of fogitive criminals, concluded at
Washington the 9th day of August 1842, for the delivery
up of Daniel W. Van Aernam, charged with the crime of
forgery, committed within the jurisdiction of Great
Britain;

And whereas, said Daniel W. Van Aernam has been

op of Daniel W. Van Aernam, charged with the crime of forgery, committed within the jurisdiction of Great Britain.

And whereas, said Daniel W. Van Aernam has been found in the State of New York, within the jurisdictien of the United States, and has by proper warrant and in due form of law been brought before George W. Morton, a Commissioner duly appointed by the Circuit Court of the United States for the Southern District of New York, for examination of said charge of forgery; and whereas said Commissioner hath deemed the evidence sufficient to authorize the commitment of said Daniel W. Van Aernam, and has accordingly committed him, all of which appears by a copy of the proceedings transmitted by said Commissioner:

New these presents are to require of the United States Marshal of the southern district of New York, or any other public officer or person having charge or custody of the aforesaid Daniel Van W. Aernam, to surrender and deliver him up to Thomas McGrath, who has been duly authorized to receive said Daniel W. Van Aerman into custody, or to any other person duly authorized by the aforesaid planipotentiary to receive him into custody.

In testimony whereof I have hereunto signed my may and caused the scal of this department to be affixed; Washington this thirteenth day of April, A. D., 1854, all of the Independence of the United States the sevent eighth. Signed,

A writ of habeas corpus was applied for and issued the refore still remains in this city.

Charge of Revolt.—George Fish and twenty-two other, of the crew of the American ship Calhoun, were arrested on a charge of revolt.

The population of Cleveland, Ohio, which numbered is 1800 17,000, is now put down at 50,000.